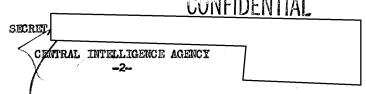
Next Review Date: 2008



- 5. Between 27 February 1950 and 1 /pril, ship loads of pressed rags arrived from Holland every other day.
- 6. Exports had increased steadily since February 1950. A contract for 120,000 tons of briquetteswar concluded between Demark and Sweden on the one hand, and the Derutra on the other hand late in March. Of this total, 80,000 tons were destined for Denmark and 40,000 tons for Sweden. If possible the transshipment was to be divided equally between the harbors of Rostock and Carnemuende.
- 7. In February 1950 about 10 to 50 tons of 10-rm sheet iron were dumped on the quay above the ferry to Gehlsdorf. The shipment had arrived from Delgium. Longshoremen stated this sheet iron was transported to the Heptun Shipyard in March 1950.
- 3. On 17 May 1950 numerous freight cars carrying large boxes and cross-bars for poles which carry high-voltage lines were observed on nearly all unloading tracks of the commercial harbor. The inscription on the boxes read "Rasno-Deport, to be shipped to Moscow."

## Heptun Shipyard, Restock

- 9. In the Neptum Yard's forward dock, which is used for repairs, a German freighter was being fitted with a propeller. On the slip were four drifters. Shipyard workmen said that every sixth day a drifter was launched, but only the hulls, without interior fittings or deck superstructures, were completed. On the slip there was also a German trawler. In front of the slip installation two outmoded Soviet coast-defense patrol craft (monitore) were berthed. Each was estimated at 200 to 300 tons. The guns were removed.
- 25X1 10. A former German mine sweeper of the 1935 type lay opposite the floating dock
  alongside the fitting-out quay.

  Four former German mine sweepers of the Hotterdan type are also
  berthed alongside the fitting-out quay. The boats were already undergoing their
  steen trials and were being pointed. The crows were on board, the first trial

berthed alongside the fitting-out quay. The boats were already undergoing their steam trials and were being painted. The crows were on board. The first trial mans were to take place in May 1950. The old German radio equipment was still on board; it consisted of 200-watt long-wave and short-wave transmitters of the Lorenz-Firm and a broadcast set with 20-watt amplifiers. Shippard workers stated that the vessels would get their guns and sweeping equipment in Swinemuende or Koenigsberg.

11. Three German destroyers of the Harvik class, built during the war in the Neptum Yard and later raised from the sea, were concealed behind the dock. These vessels were also without armament. The range-finding instruments had all been converted to the Soviet pattern. Two of the destroyers finished their first trial run and were soon to be taken to Swinemuende. (7)

## arnomuende Harbor

- 12. At Carnesmonde harbor the Denish two-masted sailers Foriana and Dejroe each discharged about 100 tons of fish on 17 May 1950. The West-German 3.5.Felmarn was in the harbor without cargo. A large crane was being erected in the commercial harbor. In the fishing harbor were 36 fishing cutters, two of them from Certany.
- 13. Lithuanians and Estonians who had been repeatedly in Warnemuende as members of navigating parties of beiners and of type D-18 fishing cutters stated that the rajority of these vessels went straight to Reningrad, whence they proceeded to archangel via the Unite-Sea Canal. There the cutters were taken aboard Soviet steamers and carried as deck cargo to the east coast of Siberia. In addition between 1948 and 1949 about a hundred cutters were shipped to the Black Sea.



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Forments. The 5.3. Kiya with 2,120 GPT was first reported when she was on her way from Archangel to the Baltic in October 1919. Since then the vessel has been employed in the Baltic trade. On 28 April 1950 the 6.S. Kiya passed Helsingoer, steering a northerly course. General Bagramian, 1,960 GRT, is not registered in the roster of commercial ships. This steamer trades in the Baltic and North Sea. The S.S. Elets, 1,174 GRT, built in 1924, trades in the Baltic and Morth Sea. A Matros Zhelesniak, 1,894 GRT, built in 1920, was last reported coming from Tallinn. A Henry Barbusse, 1,996 GRT, built in 1923, trades in the Baltic. Jose Dias, 1,199 GRT, trades in the

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Baltic and Morth Sea. (2) Tilke, 2,529 GRT, built in 1909, belongs to the MB Ergo, shipping firm, Holsingfors (Helsinki)-Finland-Unionsgatan 24, A 3. Inger, 1,383 CRT, built

in 1925, also belongs to the A/B Ergo shipowners in Helsinki.

(3) Griboyedov, 1,816 GRT, built in 1937, trades in the Baltic and North Sea.

(4) The 3.3. Nogat, 210 GRT, built in 1937, belongs to the Ivers and Arlt-Firm, a shipping company in Lucheck. A S.S. Sundsvall, 663 GRT, built in 1889, belongs to the German shippowners Paul Zoecke and Dohse in Hamburg.

(5) It is believed that these 1,070 tons of artillery range finders were scrap.

(6) A Ticbe, 299 GRT, belongs to the Dutch shipping company "Mublo" Scheepvaartsbedrijf, Rotterdam. (7) The report on the two coast-defense craft of the U.S.S.R. has not been confirmed.

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